



THE
CHESHIRE HOUSEHOLD
BUS SURVEY:
AN ANALYSIS
OF FINDINGS

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REGIONAL PLANNING AGENCY
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Introduction

Recently, residents of Cheshire have begun to express a greater interest in the provision of low cost, energy efficient public transportation. During 1978 the League of Women Voters, the American Association of Retired Persons (AARP), the Cheshire Town Planner's Office and the Central Naugatuck Regional Planning Agency (CNVRPA) independently came to the conclusion that a local bus service was an important public service that should be seriously considered by Cheshire residents. As a result of these separate initiatives the Cheshire Town Planner's Office, the League of Women Voters, AARP and the CNVRPA agreed to coordinate their efforts to survey the local need for public transportation. In August 1978, the Town Planner's Office and the CNVRPA prepared and pretested a survey form which evaluated the local need for public transportation. Thereafter, 2,000 of the revised survey forms were printed and distributed to randomly selected Cheshire households in all parts of town. The cooperation of the League of Women Voters and the AARP was essential to the success of the survey effort and made the survey sufficiently comprehensive to be a statistically significant measure of the attitudes of all Cheshire residents concerning the need for local public bus service. The data from the survey was tabulated using the University of Connecticut computer terminals at Central Connecticut State College in New Britain.

Briefly, the findings of the survey indicate that a majority of Cheshire residents are strongly interested in the use of local public transportation and about four out of ten persons would support the use of local town monies to help defray any deficits incurred through the operation of the service. This report presents a detailed analysis of the survey results along with a review of the methodology and statistical significance of the survey.

1. Need for local bus service

Respondents to the survey were asked "if a local transportation service (bus or mini bus) for all towns residents were provided within Cheshire connecting its neighborhoods to the town center and the Waterbury - New Haven bus route would you use it?"

A total of 344 out of 623 persons or 55.2% of those who answered this question said they would use it. (See Table 1)

A follow-up question asked if residents would use a local transportation service which provided direct connections to Cheshire employment centers. The response in this case was rather poor with only 13% of those surveyed having an interest in employment-related transportation in Cheshire. This in part reflects the fact that most Cheshire residents are actually employed in other municipalities and would be more likely to use a local bus service for employment purposes if it made connections to the Waterbury - New Haven bus route which passes through Cheshire.

Need for service by age

Significantly, those under 25 years of age, those in the age range of 35 to 44 and those between the ages of 50 and 59 were most in favor of bus service. (See Table 2) Approximately 75% of those under age 25, 59% of those between the ages of 35 and 44, 60% of those between the ages of 50 and 59 and 51% of those over 60 years of age said they would use the service. The greater interest among those under 25 years of age may reflect a number of factors including dependence upon parents for mobility, the high costs of owning an automobile, and lack of a driver's license.

Persons between the ages of 35 and 44 who said they would use the service generally tend to be parents of children and may be limited in their mobility when there is only one automobile for a family or when younger family members make frequent use of the family's second car. In the case of persons between the ages of 50 and 59 their need for bus transportation may reflect early retirement trends (55 instead of 65) which limit their disposable income, or because physical difficulties are accentuated with increasing age. One especially interesting finding is that about half of the persons (51%) who are 60 years of age or over would use the service even though only 4% of all persons 60 and over said they currently use the Cheshire Seniors mini bus for the elderly. This discrepancy between their answers for use of the elderly mini bus and use of the proposed town-wide bus service may reflect a number of factors. Many persons who are "elderly" do not like to be classified as such and may be hesitant to use a service exclusively geared for their age group. In 1977, the CNVRPA found that no more than 10% of all elderly persons who had mini bus service available in their municipality actually used the service even though the service was available at no cost. In this case, elderly persons may be more inclined to use public bus service since it allows them to travel independently without being labeled as elderly participants.

On the other hand, elderly persons may tend to support public bus service since it provides them with a sense of insurance: by having a greater number of transportation options which they may use, elderly persons may be less concerned about their possible dependence upon others for travel. In this case, elderly persons may make only slight use of public bus service as long as they can continue to travel independently through the use of an automobile.

Those least interested in the use of public bus service were those between the ages of 25 and 34 years of age: only 36% of these persons said they would use the service. This age group can generally be characterized as working single persons and working married couples who are heavily dependent upon the automobile and would not be likely to make much use of bus service unless it was for the journey to work trip.

Need for service by neighborhood districts

There was no significant variation in the need for service between the four large neighborhood districts within which the survey was conducted. About 54% of the persons living in southern Cheshire (referred to as District 4 on the map) and about 58% of those living in northern Cheshire (District 1) said they would use the service (See Table 3). Persons living in District 2 and 3 (see map) were equally supportive of bus service with 52% and 58% respectively indicating they would use the service. These results support the view that the need for public bus service is not unique to any particular neighborhood area in Cheshire.

2. Profile of users

The survey results offer several important measures of the intensity of need for local bus service. The frequency with which the proposed service will be used, the willingness of potential users to wait or walk to a bus stop, the willingness of persons to pay for the cost of service and their past level of bus use strengthen the case for local bus service.

Expected use of service

Approximately one third of all those who indicated they would use the service said they would use it at least once a day and another 17% said they would use it every other day. In effect, based on the survey, 51% of all those desiring bus service could be expected to be frequent users and 85% could be expected to ride at least once a week.

Expected willingness to wait for bus

Since a bus is not as convenient as a private automobile, bus users must expect to live with the reality of possible delays. When asked "What is the longest time you would wait in good weather to be picked up by a proposed transit system?" about 81% of all users would wait between 6 to 15 minutes (See Table 5). This level of timeliness could be provided with a fixed route bus system but based on the experience of mini buses in the Central Naugatuck Valley Region, it may not be possible to be quite as responsive with a demand responsive door-to-door service.

Expected willingness to walk to bus stop

Based on the responses of persons who would use public bus service if it were available, there may be little objection to providing broad coverage of Cheshire's neighborhoods with a local bus service. About 89% of all users said they would walk at least 500 feet to reach the bus and about half said they would walk up to 1300 feet or almost a quarter of a mile. (See Table 6) These findings indicate that people may make some effort to reach the bus.

Expected desire for door-to-door service

While the survey results appear to give a strong indication that users would walk some distance to reach the bus, these same persons indicated that they would also be willing to pay an additional charge to use the service if it was door-to-door rather than a scheduled regular route bus. Approximately 51% of all potential users indicated they would pay an additional charge to receive a door-to-door service such as a taxi service.

Ability to pay for service

If a 35 cent fare were established for a scheduled regular route bus nearly all potential users of the service would accept the cost. Based on the survey approximately 94% of the potential users said they would pay 35 cents. This is the fare charged on all buses operated or subsidized by the Connecticut Department of Transportation. However, only 48% of the potential bus users would pay 50 cents to ride the bus if it was operated on a scheduled regular route.

Current use of Connecticut Transit

Certainly, persons who are in the habit of using a bus can be expected to provide a better indication of future bus ridership than those who have never used buses at all. Significantly, the survey found that about one out of every three Cheshire residents who would use the proposed local bus service is currently using the Connecticut Transit bus route that travels through Cheshire between Waterbury and New Haven.

3. Support for the service

The survey provides two different measures of the support that residents of Cheshire would give to a local bus service. Those surveyed were asked "if bus fares do not cover the full cost of operating the service would you support the use of town revenues to cover a portion of the cost?" About 43% of all those surveyed and 42% of those 20 years and over (a measure of the voting population) said they would support the use of town revenues to cover a portion of the cost. However, about 57% of those who indicated they would use the service said they would support the use of town revenues to cover a portion of the cost.

The second measure of support for the service was whether or not the respondent would encourage members of his or her family to use the proposed service.

Surprisingly about 80% of all Cheshire residents said they would promote the service. Significantly, one third of these persons said they would not use the service themselves but would promote it among their family members. As might be expected, those who said they would use local bus service were nearly unanimous in their willingness to promote the service with 96% responding positively.

4. Expected destinations of local bus users

Cheshire residents were asked "if a local transportation service such as a bus or mini bus were available in your neighborhood, what important locations would you like to see it go in Cheshire." The overwhelming response was for service to locations along or near to Route 10 (See Table 7). About 33% of all respondents said they would use the bus to travel to locations on Route 10 South (including shopping centers, restaurants, etc.) and about 43% of all respondents said they would use the bus to travel to locations at or near the Cheshire town center (including the Post Office, Maple Croft Plaza, Library, town green and Cheshire Academy). The remaining respondents wished to travel either to Cheshire public schools (10.3% of all respondents), locations along Route 10 North (6.4% of all respondents), or miscellaneous locations throughout Cheshire (7.8% of all respondents).

One of the clearest implications of these findings are that a local bus service could play a substantial role in reinforcing the town center concept and maintaining the commercial focus of the southern portion of town.

In addition, the strong demand for bus service to a limited number of locations should facilitate the development of a fixed route or semi-fixed route local bus system.

5. Possible Sources of Funding

There are several means of funding any local transportation service that may be initiated by the town of Cheshire. The principal sources of operating assistance include revenues through the fare box, subsidies from local town revenues, and subsidies from the Urban Mass Transportation Administration either under Section 5 or under the newly created Section 18 of the Urban Mass Transportation Act of 1964, as amended. In addition, capital assistance for the purchase of new vehicles or other equipment is also available through UMTA under Section 3 for urbanized areas and under Section 18 for nonurbanized areas.

Revenues through the fare box

A local bus service in Cheshire cannot be expected to support itself through revenues through the fare box. Based on the experiences of the North East Transportation Company in Waterbury, which charges 35 cents for a bus ride, revenues through the fare box cannot be expected to cover more than 50% of the operating expenses. Like North East, a local bus service in Cheshire will have to rely on local, state or Federal subsidies if it wishes to maintain a reasonable fare.

State and Federal subsidies

Section 5 monies administered by UMTA provide for operating subsidies to public transportation systems operating in urbanized areas with fifty percent of the monies provided by UMTA and fifty percent provided by either the State of Connecticut or by a municipality. If the Connecticut Department of Transportation

(ConnDOT) approves any transit system that may be developed in Cheshire ConnDOT may assume full responsibility for operating subsidies as long as revenues through the fare box meet at least 60 percent of operating expenses. However, when revenues through the fare box fall below 60% of operating expenses ConnDOT requires that the municipality split the additional expense on an even basis with the state. As an example if the cost of bus service were \$100,000 and only \$59,000 was received through the fare box, the Connecticut Department of Transportation would pay for \$40,500 (60% operating expenses plus an additional \$500 by splitting the remaining \$1000 expenses). Under this hypothetical situation the town would only be required to provide a \$500 subsidy.

While Cheshire is eligible for section 5 operating assistance there is not any section 5 money available at the current moment to support a transportation service in Cheshire. This is due to the fact that all of the section 5 allocation for the New Haven urbanized area (of which Cheshire forms a part) has already been allocated to bus services in New Haven.

Despite this lack of section 5 monies, Cheshire may be eligible for federal subsidies through another funding source.

As of December 13, 1978 an additional source of funding was developed by Congress by an amendment of the Urban Mass Transportation Act of 1964 to include Section 18 which is intended to provide capital and operating assistance to transit operations outside of urbanized areas. Since Cheshire has both urbanized and nonurbanized areas it may be eligible for operating subsidies and capital assistance either under Sections 3 and 5 or under the newly created Section 18. The Connecticut Department of Transportation is currently considering several means of administering Section 18 including delegating responsibility for the disbursement of these funds to regional planning agencies or restricting the use of these funds to areas which are entirely rural. ConnDOT is expected to make a final decision on this matter shortly.

6. Expected cost of a neighborhood bus system

In order to provide the Cheshire Town Council with an estimate of the cost of operating a local bus service the CNVRPA staff developed estimates of the potential daily ridership and the expected cost of service under two scenarios.

Estimates of daily ridership were developed from the survey data on frequency of bus usage for those indicating a need for local bus service. The total population projected to use bus service was discounted using two different indicators of actual utilization. The first indicator discounts ridership projections using a 80% discount, reflecting the experiences of other bus surveys which quantified the difference between the actual usage of existing transit systems and the desire to use a proposed system revealed by previous surveys. The second indicator discounts ridership projections using an 91.6% discount based on the elderly's ridership on the Cheshire mini bus compared to their expected use of the proposed neighborhood bus.

Expected revenues through the fare box

Using these two different scenarios, average daily ridership figures and average daily revenues were developed based on the expected frequency of use of local bus service. Scenario A (the 80% discount factor) results in an estimated average daily ridership of 1442 persons and Scenario B (the 91.6% discount factor) results in an estimated average daily ridership of 607 persons.

Revenues through the fare box were estimated using a 35 cent fare for all riders except the elderly and handicapped (which are expected to account for 15% of total ridership). Revenues for the elderly and handicapped were estimated using a 15 cent fare reflecting the current half fare policy of the Connecticut Department of Transportation. Using these assumptions along with projected annual ridership levels, a local bus service is expected to generate \$115,345 under Scenario A and \$48,362.50 under Scenario B.

Expected Operating Expenses

Based on the expected average daily ridership levels, the CNVRPA assumed that a basic level of service to meet demand would require the operation of 4 vehicles (small buses). With a minimum of 10 hours of service a day the hourly operating cost of local bus service is expected to be similar to that of the Westport Transit District which had a cost of \$18.36/hour in fiscal year 1978. Using an \$18 per hour cost assumption a local bus service in Cheshire is expected to cost \$180,000 a year.

Table 8 indicates that under Scenario A the bus service would be operating at a \$64,250 deficit. UMTA and the Connecticut Department of Transportation would pay the full deficit in this case (on a 50/50 basis) since revenues represent 64% of expenses, which is within the guidelines used by ConnDOT for determining their financial obligation for bus subsidies. Their policy is that when revenues fall below 60% of expenses, the state share for the portion of the expenses below 60% will be split 50-50 with the town. Otherwise all of the expenses will be paid by UMTA and ConnDOT. However it is unlikely that Scenario A would emerge in reality since few if any bus companies are able to meet 60% of their expenses through revenues from the fare box.

Under the most realistic Scenario B, the operating deficit is considerably greater with a projected annual deficit of \$131,437.50. If the State assumes responsibility for the funding match, then Cheshire would only be required to split that portion of the deficit when revenues fall below 60% of expenses. Under Scenario B that would result in a subsidy of \$29,718.75 by the town with the remaining deficit of \$101,718.75 assumed by the State and the Federal Government.

If the Town should choose to establish a local transportation service it may be advisable to start with a fewer number of vehicles and expand service as the demand increases.

A local bus system operating with 2 vehicles (rather than 4) would not be able to accommodate the expected demand associated with a 4 bus system. A smaller bus capacity and a reduced frequency of service would inevitably reduce the expected ridership levels which would in turn reduce revenues through the fare box. But, more importantly, a 2 bus system would be substantially less expensive than a 4 bus system. Assuming 50 percent reduction in ridership (by offering a lower level of service) the bus system would incur a \$32,312.50 deficit under Scenario A, of which the Connecticut Department of Transportation would probably assume full responsibility. Under Scenario B the annual deficit would be \$65,737.50 of which the Town would be required to pay \$14,868.75 assuming the Connecticut Department of Transportation pays the match to the UMTA funds.

In summary, the Town of Cheshire will most likely be faced with financial responsibility for a local bus service under the more realistic Scenario B.

Expected Capital Expenses

Under Section 5* capital assistance of the Urban Mass Transportation Act of 1964, as amended, Cheshire may be able to receive 100% of the money necessary to purchase vehicles (80% federal/20% state). Assuming that the town initially establishes a two bus transportation service (each with a 26 passenger capacity), the total capital expenditures would be approximately \$50,000 of which the Federal Government would contribute \$40,000 and the State would probably contribute the balance. The 26 passenger vehicles that are available on the market generally have a service life of 5 to 8 years. Somewhat larger vehicles (33 passenger capacity) are also available which last considerably longer (12 to 20 years) but these vehicles cost approximately \$75,000 apiece. Consequently, we would recommend the purchase of the smaller, less expensive 26 passenger vehicles as the most appropriate first step for a local transportation service.

7. Management Alternatives

Assuming the Town of Cheshire chooses to establish a local transportation service, there are a number of alternative means of managing the service. The principal options are the establishment of a (1) Cheshire transit district, (2) the development of a private management company or (3) a combination of the first two alternatives. Under any alternative the town of Cheshire will be responsible for subsidizing the service if a deficit is incurred and the Connecticut Department of Transportation does not take responsibility for the local match. The establishment of a Cheshire transit district would essentially allow the town to assume a direct role in the operation and regulation of local bus service. A municipality may assume all the powers of the Public Utilities Control Authority governing the regulation of bus service including setting fares, rates and establishing levels of service for all modes of transportation.

* In addition, the Town may also be eligible for capital assistance under the newly created Section 18.

Consequently, a Cheshire transit district could allow the town to operate as well as regulate its own transportation service. This arrangement could also be extended to include the operation and regulation of the Cheshire Senior's mini bus.

The second alternative is to contract with a private bus carrier to provide local bus service. This approach has the advantage of minimizing the town's direct involvement in the operation of the service. However, it would not reduce its responsibility for providing any required local match for operating deficits incurred by the private company.

The third alternative would be to establish a Cheshire transit district which establishes a subcontract for service with a private company. This would allow the town to regulate local bus service as well as minimize its direct involvement in the operation of public transportation. The major disadvantage with this option is that the town would incur additional administrative expenses which would not be eligible for subsidy under Section 5 monies from UMTA.

The report The Case for a Regional Transit District prepared by the CNVRPA, in the Spring of 1978 provides a valuable perspective on the costs and benefits of forming a local or regional transit district. We would recommend that the town evaluate the management alternatives discussed in The Case for a Regional Transit District before making a final decision on this matter.

8. Methodology

In order to eliminate the possibility of bias in the survey results, several statistical procedures have been developed to obtain an accurate picture of the attitudes of a total population from a sample of persons in the population. This sampling approach requires that those surveyed be chosen randomly and that sufficient sampling be made within subgroups of the population so that any variance of response on specific key questions can be evaluated on the basis of the characteristics of subgroups.

The Cheshire bus survey was a systematic random sampling of about ten percent of Cheshire's 6430 households. Households were chosen by picking every twelfth listing in The 1978 Price and Lee Directory. Where the twelfth listing was an address for a non-residential facility, the next residential address was chosen. This technique resulted in the selection of 523 Cheshire households covering all portions of the town of Cheshire. Approximately 1500 surveys were distributed to these 523 households in order to obtain information from all persons 12 years of age or older. This technique essentially allowed for a better representation of the views of all age groups than would a survey which simply obtained the attitudes of the heads of household.

As can be seen on the map, the survey had a sufficiently large sample within each of the four districts to make statistically significant comparisons on the important questions concerning utilization of local bus service. A total of 83 persons were surveyed in the northern district (District 1), 181 persons in the central part of Cheshire (District 2), 180 persons in town center area (District 3) and 153 persons in the southern part of Cheshire (District 4).

Only one question in the survey did not result in statistically significant responses. This was question 3 (see the attached survey) which asked respondents how often they left their homes on a typical weekday and weekend day.

Some respondents interpreted the question as asking for the total number of trips during a given time of day in one week while others interpreted the question as asking for the average number of trips per day in a given time period. Because of the confusion created by this question, this data has not been included in the final analysis.



KEY

- Neighborhood District #1
- Neighborhood District #2
- Neighborhood District #3
- Neighborhood District #4

TOWN OF CHESHIRE, CONN.

NUMBER OF PERSONS SURVEYED BY NEIGHBORHOOD DISTRICTS.	
DISTRICT NUMBER	NUMBER OF PERSONS
1	83
2	115
3	239
4	155
No Answers	51
Total	643

Table 1: Would You Use a Neighborhood Bus?

	<u>Absolute Frequency</u>	<u>Relative Frequency</u>	<u>Adjusted Frequency</u>
Yes	344	53.5%	55.2%
No	279	43.4%	44.8%
No Answer	20	3.1%	-
Total	643	100.0%	100.0%

Table 2: Use of a Neighborhood Bus by Age Group

<u>Age</u>	<u>Yes</u>		<u>NO</u>		<u>No Answer</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
12 - 14	31	67.4	14	30.4	1	2.2
15 - 19	55	74.3	16	21.6	3	4.1
20 - 24	26	70.3	10	27.0	1	2.7
25 - 29	15	34.1	29	65.9	0	0.0
30 - 34	27	37.0	45	61.6	1	1.4
35 - 39	47	64.4	24	32.9	2	2.7
40 - 44	24	47.1	26	51.0	1	2.0
45 - 49	31	43.7	40	56.3	0	0.0
50 - 54	28	62.2	16	35.6	1	2.2
55 - 59	16	50.0	13	40.6	3	9.4
60 and over	44	47.8	43	46.7	5	5.4
Total	344	-	276	-	18	-

Source: CNVRPA Staff work based on special crosstabulations of the Cheshire Household Bus Survey, January 1979.

Table 3: Use of a Neighborhood Bus by Neighborhood Districts

District	Yes		No		No Answer		Total
	Number	Percent	Number	Percent	Number	Percent	
Neighborhood District 1	48	57.8	35	42.1	0	0.0	83
Neighborhood District 2	60	52.1	52	45.2	3	2.6	115
Neighborhood District 3	135	58.4	94	39.3	10	4.2	239
Neighborhood District 4	83	54.2	70	45.1	2	1.2	155
Total	326	-	251	-	15	-	592

Source: CNVRPA Staff work based on special crosstabulations of the Cheshire Household Bus Survey, January 1979.

Table 4: Expected Frequency of Use of a Neighborhood Bus

	<u>Number</u>	<u>Percent</u>
More than once a day	52	15.1
Once a day	59	17.2
Every other day	56	16.3
Every 3 to 5 days	65	18.9
Once a week	49	14.2
Less than once a week	50	14.5
No answer	13	3.8
Total	344	100.0

Table 5: Expected Willingness to Wait for a Neighborhood Bus

	<u>Number</u>	<u>Percent</u>
Less than 5 minutes	14	4.1
6 to 10 minutes	125	36.3
11 to 15 minutes	135	39.6
16 to 20 minutes	33	9.6
21 to 25 minutes	13	3.8
No answer	24	7.0
Total	344	100.0

Source: CNVRPA staff work based on special cross tabulations of the Cheshire Household Bus Survey, January 1979.

Table 6: Expected Willingness to Walk to a Bus Stop

	<u>Number</u>	<u>Percent</u>
Walk less than 500 feet	37	10.8
Walk 500 feet but less than 1000 feet	145	42.2
Walk 1000 feet but less than 1300 feet	149	43.3
No Answer	<u>13</u>	<u>3.8</u>
Total	344	100.0%

Table 7: Locations Cheshire residents would like to go if a local bus service were available: October 1978

Location	First Choice	Second Choice	Total Responses
IGA South and Neighborhood	61	46	107
Route 10 South and Neighborhood	85	80	165
Maple Croft Area	102	59	161
Town Green and Neighborhood	24	30	54
Library	42	33	75
Post Office and Neighborhood	14	21	35
Cheshire Academy/YMCA	18	9	27
Highland School/Professional District	1	4	5
Route 10 North and Neighborhood	19	10	29
Hockey/Skating	3	8	11
Bowling Alley	5	8	13
High School and Neighborhood	44	34	78
Dood, Jr. High School	3	5	8
Miscellaneous	31	34	65
No Answer	191	262	453
Total	643	643	1286

Source: CNVRPA Staff work based on special cross tabulations of the Cheshire Household Bus Survey, January 1979.

Table 8: Methodology for estimating potential
ridership of a Cheshire neighborhood bus

I. Estimating Ridership

	21,300	population of Cheshire
	<u>x .552</u>	percent indicating use of neighborhood bus
	11,757	population of Cheshire projected to use bus
A.	11,757	population projected to use bus based on survey
	<u>x .20</u>	rule of thumb discount factor applied to survey responses
	2351	population of Cheshire likely to use bus
	<u>x .94</u>	discount factor for bus fare set at 35¢
	2209	population of Cheshire likely to use bus at 35¢
B.	11,757	population projected to use bus based on survey
	<u>x .084</u>	discount factor developed from bus usage of elderly in Cheshire
	987	population of Cheshire likely to use bus
	<u>x .94</u>	discount factor for bus fare set at 35¢
	927	population of Cheshire likely to use bus at 35¢

Table 8 (continued)

II. Average daily ridership

Scenario A

<u>Distribution of Ridership Based on Survey</u>	<u>Total Trips</u>	<u>Frequency of Travel (trips/day)</u>	<u>Total trips per day</u>
15.7%	347	2	694
17.9%	395	1	395
17.0%	376	.5	188
19.5%	431	.22	95
14.8%	327	.142	46
15.1%	333	.071	24
<u>100.0%</u>	<u>2209</u>	<u>—</u>	<u>1442</u>

Scenario B

<u>Distribution of Ridership Based on Survey</u>	<u>Total Trips</u>	<u>Frequency of Travel (trips/day)</u>	<u>Total trips per day</u>
15.7%	146	2	292
17.9%	166	1	166
17.0%	158	.5	79
19.5%	181	.22	40
14.8%	137	.142	19
13.1%	149	.071	11
<u>100.0%</u>	<u>927</u>	<u>—</u>	<u>667</u>

Table 8 (continued)

III. Average Daily Revenue and Revenue per year

Scenario A

	<u>Ridership</u>	<u>Fare</u>	<u>Average Daily Revenue</u>	<u>Number of days of service per year</u>	<u>Total Revenue per year</u>
Elderly & handicapped ridership (15% of total)	216	15¢	32.40	250	8,100.00
General public (85% of total)	<u>1226</u>	<u>35¢</u>	<u>429.10</u>	<u>250</u>	<u>107,275.00</u>
Total	1442	---	\$461.50	250	\$115,375.00

Scenario B

	<u>Ridership</u>	<u>Fare</u>	<u>Average Daily Revenue</u>	<u>Number of days of service per year</u>	<u>Total Revenue per year</u>
Elderly handicapped ridership (15% of total)	91	15¢	13.65	250	3,412.50
General public (85% of total)	<u>156</u>	<u>35¢</u>	<u>180.60</u>	<u>250</u>	<u>45,150.00</u>
Total	607	----	194.25	250	48,562.50

IV. Average Daily Expenses and Expenses per year

Scenario A

1. 4 bus at 10 hour/day = 40 hours/day x \$18/hour = \$720/Day
2. \$720/Day x 250 days/year = \$180,000
3. Note: Assumes average hourly load of 36 persons

Scenario B

1. 4 buses at 10 hour/day = 40 hours/day x \$18/hour = 720/day
2. \$720/day x 250 days/year = \$180,000
3. Note: Assumes average hourly load of 15 persons

Table 8 (continued)

V. Expected operating deficit of the proposed Cheshire neighborhood bus system

Scenario A

Revenues	\$115,375
Expenses	180,000
Deficit	<u>\$ 64,625</u>

Federal subsidies from UMTA + ConnDOT \$64,625

Balance to be contributed by town revenues	0
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Scenario B

Revenues	\$ 48,562.50
Expenses	180,000.00
Deficit	<u>\$131,437.50</u>

<u>Federal subsidies from UMTA</u>	\$72,000.00
<u>State subsidies from ConnDOT</u>	<u>\$29,718.75</u>

Balance to be contributed by town revenues	\$29,718.75
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11. Do you currently use the Connecticut Transit bus route that travels through Cheshire between Waterbury and New Haven?

Yes _____ No _____

12. What is the longest time you would wait in good weather to be picked up by a proposed transit system:

Less than 5 minutes _____

6 - 10 minutes _____

11 - 15 minutes _____

16 - 20 minutes _____

21 - 25 minutes _____

13. How far would you be willing to walk to be picked up by a mini bus?

Less than 500 feet _____

500 feet but less than 1,000 feet _____

1,000 feet but less than 1,300 feet _____

(Note: 1,320 feet equals 1/4 mile)

14. Would you encourage members of your family to use the proposed service?

Yes _____ No _____

15. Name: _____

Address: _____

Town Hall
84 South Main Street



Office of the
TOWN PLANNER

The Town of Cheshire, in cooperation with the Central Naugatuck Valley Regional Planning Agency and the Cheshire League of Women Voters, would appreciate your cooperation in filling out this survey. A volunteer will pick up this questionnaire from your residence on _____ between the hours of _____. If you are not home, please DO NOT place the questionnaire in your mailbox. We will make further efforts to pick it up. If the volunteer has not picked it up by the above date, please call 272-5078.

The Town is considering some form of public transportation within the Town of Cheshire and needs the information requested below to make proper determination as to its form, frequency and desirability.

Only members of the household 12 years of age and over should fill out this form.

Thank you for your cooperation.

1. What is your age?

Under 15	30 - 34	50 - 54
15 - 19	35 - 39	55 - 59
20 - 24	40 - 44	60 and over
25 - 29	45 - 49	

2. Do you currently use the Cheshire Seniors Mini Bus for the elderly?

Yes _____ No _____

3. How many times do you leave your house during the following periods of the day for a typical weekday and a typical weekend day to go someplace in Cheshire?

<u>Typical Weekday</u>	<u>Typical Weekend Day</u>
6:00 - 8:59 a.m.	6:00 - 8:59 a.m.
9:00 - 11:59 a.m.	9:00 - 11:59 a.m.
12:00 - 2:59 p.m.	12:00 - 2:59 p.m.
3:00 - 5:59 p.m.	3:00 - 5:59 p.m.
6:00 - 8:59 p.m.	6:00 - 8:59 p.m.
9:00 - 11:59 p.m.	9:00 - 11:59 p.m.

4. If a local transportation service such as a bus or mini bus were available in your neighborhood for all town residents and not just the elderly, what important locations would you like to see it go to in Cheshire (name specific shopping centers, employment sites, recreational facilities and other locations)?
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-
-

5. If a local transportation service (bus or mini bus) for all Town residents were provided within Cheshire, connecting its neighborhoods to the Town Center and the Waterbury-New Haven bus route, would you use it?

Yes _____ No _____

6. If the local transportation service (bus or mini bus) for all Town residents were to provide direct connections to Cheshire Industrial employment centers, would you use it?

Yes _____ No _____

7. If you would use the service how often would you expect to use the local transportation service (bus or mini bus) if it were provided on a scheduled regular route?

- a. More than once a day _____
- b. Once a day _____
- c. Once every other day _____
- d. Once every 3 to 5 days _____
- e. Once a week _____
- f. Less than once a week _____

8. Would you pay an additional charge to use the service if it were door-to-door (such as a taxi service) rather than a scheduled regular route bus?

Yes _____ No _____

9. If you would use the service, would you pay 35¢ to ride on a scheduled regular route bus?

Yes _____ No _____

- 9a. If yes, would you pay 50¢?

Yes _____ No _____

- 9b. If yes, would you pay 75¢?

Yes _____ No _____

10. If bus fares do not cover the full cost of operating the service, would you support the use of town revenues to cover a portion of the cost?

Yes _____ No _____